

RTIP ID# <i>(required)</i> LA0G755					
TCWG Consideration Date January 27, 2015					
Project Description <i>(clearly describe project)</i> <p>The preferred alternative to accommodate eight through lanes of traffic (4 lanes in each direction) on Newhall Ranch Road bridge is to widen the bridge structure 70 feet (ft), 8 inches (in) on the south side. The proposed widening of the existing bridge will also accommodate a 15 ft-8.5 in-wide median, six 12 ft-wide lanes, two 13 ft-wide lanes, an 8 ft-wide barrier-protected sidewalk (north side), and a 6 ft-wide barrier-protected sidewalk adjacent to a 10 ft wide Class I bikeway (south side). This project also includes minor channel and slope paving modifications (east side); construction of full-width approach slabs; construction of an overlay on the existing bridge deck and replacement of joint seals; modified slope paving at the abutments to accommodate the bridge widening and a Class I path under the bridge at Abutment 1 (west side); widening of the immediate approach roadways to match the existing bridge approaches and the widened bridge, and the extension of the driveway adjacent to Abutment 1 (west of the bridge) on the north side of Newhall Ranch Road.</p> <p>An existing Class I multi-use trail runs along the east and the west sides of San Francisquito Creek. The existing east-side multi-use trail is connected underneath the existing Newhall Ranch Road bridge and provides a continuous trail from north to south of Newhall Ranch Road in both directions. The existing trail on the west side of the creek ends on the north side of the bridge; thus, not providing a connection under the bridge where the existing trail continues to the south. To accommodate the bridge widening and trail extension, the slopes on the west side will be modified. Channel slope and paving modifications will be required on the southeast trail access ramp. Additionally, the existing San Francisquito Creek Trail access ramps from Newhall Ranch Road in the northwest, southwest and southeast quadrants of the road and the bridge would be modified for Americans with Disabilities Act (ADA) compliance. Construction is anticipated to begin in January 2016 and be completed in the fall of 2016.</p>					
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street.					
County Los Angeles		Narrative Location/Route & Postmiles: Newhall Ranch Road Bridge over San Francisquito Creek in Santa Clarita Caltrans Projects – Federal Project No. BHLS-5450(082)			
Lead Agency: City of Santa Clarita					
Contact Person Balvinder Sandhu		Phone# (661) 255-4954	Fax# (661) 254-3538	Email BSANDHU@santa-clarita.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS
<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: February 2016					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
<input type="checkbox"/> Exempt		<input type="checkbox"/> Section 326 –Categorical Exclusion		<input checked="" type="checkbox"/> Section 327 – Non Categorical Exclusion	

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2012	2015	NA	2016
End	2015	2016	NA	2017
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Transportation improvements to the Newhall Ranch Road Bridge over San Francisquito Creek are needed to address existing and projected mobility and circulation deficiencies within the corridor. The purpose of the proposed project is to improve both existing and future mobility. The following key issues represent general deficiencies on the Newhall Ranch Road Bridge and potential solutions/opportunities for improvement. The goals and objectives of this project study are as follows:</p> <ul style="list-style-type: none"> • Widen the bridge over San Francisquito Creek to provide a total of eight travel lanes (four lanes each direction) and a Class I bike trail fulfilling the intended vision of the Cross-Valley Connector. • Provide connectivity to the west bank section of the SFCT by constructing the missing link beneath the Newhall Ranch Road Bridge. • Update the existing Newhall Ranch Road Bridge by adding approach slabs, new joint seals, and an inboard barrier between the sidewalks and the vehicle traffic lanes. • Add street and bridge lighting. 				
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Surrounding land uses within the project area include single and multi-family residences, parks, trails, vacant land, office, and commercial uses.</p>				
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2017 – Newhall Ranch Road between Avenue Tibbitts and McBean Parkway</p> <p>No Build: ADT = 49,800, Truck ADT = 3,984 (8%) Build: ADT = 51,000, Truck ADT = 4,080 (8%)</p>				
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2035 – Newhall Ranch Road between Avenue Tibbitts and McBean Parkway</p> <p>No Build: ADT = 63,400, Truck ADT = 5,072 (8%) Build: ADT = 74,800, Truck ADT = 5,984 (8%)</p>				

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2017 – Dickason Drive North of Newhall Ranch Road

No Build: ADT = 15,700, Truck ADT = 1,256 (8%)

Build: ADT = 15,700, Truck ADT = 1,256 (8%)

2017 – Avenue Tibbitts South of Newhall Ranch Road

No Build: ADT = 10,800, Truck ADT = 864 (8%)

Build: ADT = 10,500, Truck ADT = 840 (8%)

2017 – McBean Parkway North of Newhall Ranch Road

No Build: ADT = 45,100, Truck ADT = 3,608 (8%)

Build: ADT = 45,200, Truck ADT = 3,616 (8%)

2017 – McBean Parkway South of Newhall Ranch Road

No Build: ADT = 64,800, Truck ADT = 5,184 (8%)

Build: ADT = 65,200, Truck ADT = 5,216 (8%)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2035 – Dickason Drive North of Newhall Ranch Road

No Build: ADT = 20,900, Truck ADT = 1,672 (8%)

Build: ADT = 20,700, Truck ADT = 1,656 (8%)

2035 – Avenue Tibbitts South of Newhall Ranch Road

No Build: ADT = 31,500, Truck ADT = 2,520 (8%)

Build: ADT = 33,700, Truck ADT = 2,696 (8%)

2035 – McBean Parkway North of Newhall Ranch Road

No Build: ADT = 48,500, Truck ADT = 3,880 (8%)

Build: ADT = 48,600, Truck ADT = 3,888 (8%)

2035 – McBean Parkway South of Newhall Ranch Road

No Build: ADT = 58,200, Truck ADT = 4,656 (8%)

Build: ADT = 56,200, Truck ADT = 4,496 (8%)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*

See attached analysis

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is a bridge widening project that will widen an existing regionally significant street. Based on the traffic data provided by the City of Santa Clarita (November 2014), the proposed project would improve traffic flow without increasing the traffic volumes along Newhall Ranch Road, Avenue Tibbitts/Dickason Drive, and McBean Parkway. As shown in Tables 1 and 2, the traffic volumes along roadways within the project area would not exceed the 125,000 average daily trips threshold necessary to be considered a POAQC. In addition, the estimated truck percentage of 8 percent of the total traffic volume would not exceed truck traffic volume threshold of 10,000 daily trips for a POAQC.

Table 1 Traffic Volumes (No Build and Build)

Roadway Link	2017 (No Build)		2017 (Build)	
	Total ADT	Truck ADT	Total ADT	Truck ADT
Newhall Ranch Road, West of Avenue Tibbitts/Dickason Drive	36,900	2,952	37,300	2,984
Newhall Ranch Road, Between Avenue Tibbitts and McBean Parkway	49,800	3,984	51,000	4,080
Newhall Ranch Road, East of McBean Parkway	51,700	4,136	52,000	4,160
Dickason Drive, North of Newhall Ranch Road	15,700	1,256	15,700	1,256
Avenue Tibbitts, South of Newhall Ranch Road	10,800	864	10,500	840
McBean Parkway, North of Newhall Ranch Road	45,100	3,608	45,200	3,616
McBean Parkway, South of Newhall Ranch Road	64,800	5,184	65,200	5,216

Source: City of Santa Clarita, November 2014.

Table 2 Traffic Volumes (No Build and Build)

Roadway Link	2035 (No Build)		2035 (Build)	
	Total ADT	Truck ADT	Total ADT	Truck ADT
Newhall Ranch Road, West of Avenue Tibbitts/Dickason Drive	42,600	3,408	46,200	3,696
Newhall Ranch Road, Between Avenue Tibbitts and McBean Parkway	63,400	5,072	74,800	5,984
Newhall Ranch Road, East of McBean Parkway	63,200	5,056	65,100	5,208
Dickason Drive, North of Newhall Ranch Road	20,900	1,672	20,700	1,656
Avenue Tibbitts, South of Newhall Ranch Road	31,500	2,520	33,700	2,696
McBean Parkway, North of Newhall Ranch Road	48,500	3,880	48,600	3,888
McBean Parkway, South of Newhall Ranch Road	58,200	4,656	56,200	4,496

Source: City of Santa Clarita, November 2014.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the traffic data provided by the City of Santa Clarita, the proposed project would maintain the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3, 4, 5, and 6.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 3: 2017 Without Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Newhall Ranch Road/Avenue Tibbitts & Dickason Drive	B	D
Newhall Ranch Road/McBean Parkway	D	F

Source: City of Santa Clarita, November 2014.

Table 4: 2017 With Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Newhall Ranch Road/Avenue Tibbitts & Dickason Drive	B	D
Newhall Ranch Road/McBean Parkway	D	F

Source: City of Santa Clarita, November 2014.

Table 5: 2035 Without Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Newhall Ranch Road/Avenue Tibbitts & Dickason Drive	C	E
Newhall Ranch Road/McBean Parkway	D	E

Source: City of Santa Clarita, November 2014.

Table 6: 2035 With Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Newhall Ranch Road/Avenue Tibbitts & Dickason Drive	C	E
Newhall Ranch Road/McBean Parkway	D	E

Source: City of Santa Clarita, November 2014.